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North Carolina railroad--President
Messages to the people.

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MESSAGES TO THE PEOPLE,

— BY —

MAJ. W. A. SMITH,

PRESIDENT N. C. R. R. CO

TO THE PUBLIC.

The following letters were written in vindication of the consolidation scheme and of my own character from the vile slanders of the opponents of the bill. Read these letters carefully and you will see the secret foes of the measure unfrocked and exposed. These worthies pretended they desired to be very careful in guarding the interests of the North Carolina Railroad Company, when, in fact, their amendments to the bill on its passage twice through the General Assembly were in-

tended to put it in a shape to render it impossible that the North Carolina Railroad Company could accept it. It is well known that the Democratic party opposed the measure in this covert manner, falsely stating that they feared the State would be a loser, when, in fact, the State had no moneyed interest in the North Carolina road, as a decree of court had already put the income of that company into the hands of the bondholders. I ask a careful reading of these letters. W. A. SMITH,

THE GREAT CONSOLIDATION SCHEME.

Its Enemies Unmasked.

PRINCETON, N. C., January 2, 1874.

M. J. Fagg, Esq., Asheville, N. C.:

DEAR SIR: Your favor of the 25th December, asking my views in regard to the Consolidation bill, passed by the present Legislature, came to hand to day, and in reply I must say that in my opinion the Consolidation bill, so called, does not amount to anything, and that those who were instrumental in changing it from what it was when originally offered did the West a great wrong and injury. The bill was maturely considered and well digested by the State Commission and the Directors of the N. C. R. R. Co., who had ability and patriotism equal to the Legislature. Judge Manly, Col. Humphrey, Col. Gaither, Gen. Bar-

ringer and Mr. Wilson, of Charlotte, together with other gentlemen of high standing and character as lawyers, and eminent as statesmen and patriots, matured the bill as it was originally offered. If that bill had passed, the N. C. R. R. Co. could have easily overcome all other difficulties, and finished the road not only to Paint Rock, but to other Western termini. While your members from the West were for the bill, it only received a sort of *quasi* support from them. Your whole delegation being candidates for Congress, they were too tender footed for the fight for your rights, which, in my opinion, was fatal to the bill. You did not have a *man* from the West—Republican or Democrat—who had grit enough to

fight Col. Bennett, but sat cringing under his whip, and allowed him to destroy the bill; or, if they had the grit, they were sadly ignorant of the effects of the amendments, which makes them as culpable (if not more so) as if they had opposed the bill openly. In the first place, no one will buy a single bond so long as the clause remains which forbids the sale of the road on a failure to pay interest. Who would buy a bond, when he might have to wait twenty years for his interest? This is one of the fatal amendments, and shows how very ignorant the Legislature was, or how deeply the plans had been laid to defeat the building of the road.

Secondly. Mr. Flemming offered an amendment, that the gauge should not be changed until the road was finished to Paint Rock, when the very essence of the bill, after arranging the bonds all right, was the gauge. If the N. C. Railroad Co. could have had this power granted, we could, in thirty days from the passage of the bill, have been running from Old Fort to Goldsboro, making money to back our bonds up in the market, while we could have been receiving at least two hundred thousand dollars per annum for the lease of the N. C. road from Charlotte to Greensboro. This would have paid at least four per cent. on the private stock and upon the construction bonds, which would have satisfied the parties who hold these securities, and all injunctions and suits would have ceased, and the Directors of the N. C. Railroad Co. could have gone to work, at the great enterprise before them, with an earnestness and zeal which would overcome all difficulties.

Thirdly. In their great zeal to kill the bill, they limit the amount of bonds to be issued to three and a half millions, after saying that the private stockholders should receive one-half million dollars for their stock out of the first money received from a sale of the bonds. Four hundred thousand dollars of the bonds was necessary in any event, to be placed in our trustee's hands, to meet the present mortgage upon the N. C. Railroad, before we could sell a single bond to be issued. That, added to the amount to be paid for the stock, would take at least one million. Then we are to pay eight hundred thousand for the Western N. C. Railroad, in cash, which will almost consume another million. This makes two million already gone, and three million, or nearly so, of construction bonds staring you in the face.

You will see from the facts and figures that the present bill is a contemptible farce—a most perfect failure! But, on the contrary, if the bill had been passed in its original form, with power to change the gauge, &c., we could have (with the bonds

limited to three and a half millions) finished the road to Paint Rock, and had money left.

Why? Because I could have compromised with the construction bondholders and private stockholders, and satisfied them that their interest was in remaining in the position of stockholders. In fact I had already been promised by many of the large stockholders that they would remain in the old company, as they thought, as I did, that their stock would be greatly enhanced by buying and building the roads spoken of in the bill. The construction bondholders, although not as directly interested as the private stockholders, were willing, and are still willing, as far as I am informed, and I have talked with numbers of them, to remain quiet, at least, if not to give their aid to the great work. All the private stockholder, or the construction bondholder desires, is to be assured that his stock or bonds will not be impaired by carrying out our scheme. I know if we had got a liberal charter, and the management of the road had been left to its present directors, that the private stockholders and the construction bondholders would have had perfect confidence, and the work would have gone on successfully.

Another seriously objectionable amendment was in limiting the bonds to be sold at not less than seventy-five cents in the dollar. This has the effect of fixing the price at that rate, when we, without this amendment, could have readily sold every bond at ninety cents in the dollar, as they would have been equally as well secured as any bond in America. Why they should limit the price of the bonds to a price below which they should not be sold, when they had such an honest committee to sell them, is astonishing to me. I was willing to leave the price with the committee, because I am well satisfied that Governor Graham, Judge Manly and Mr. Armfield are far too honest, men of too great business qualifications, and who have the interest of the State and the welfare of her citizens too much at heart, ever to have taken seventy-five cents in the dollar for such bonds as the original bill contemplated making. And I well know they could not get that amount for such bonds as the bill passed will make. In my opinion they could not sell them at all. Some object to having a committee to sell the bonds—I have none. Indeed I prefer that the committee should remain as it is, as it may be of service in giving confidence in some way, but in what way I confess I am at a loss to see. But I am willing to be connected with, or governed by, any one who is a true friend to the enterprise, and who will help me push it through in the most speedy and successful

manner. There is also a *small party*, (I am in hopes a *very small party*,) and as far as I know a party of very small influence, which proposes and advocates the exchange of State stock in the N. C. Railroad Co. for the construction bonds. If this is done your roads will never be built another mile. Why? Because these bonds would be bought up by the Pennsylvania Railroad Co., or some other railroad company; and even if they paid par for them it would be better for them, and they would prefer to do so than to pay what they at present do for the lease of the N. C. Railroad. Why? Because, in that way, the N. C. Railroad would only cost them two million and one hundred dollars. That at eight per cent. would only be one hundred and sixty thousand dollars annually, while at present they pay as rent two hundred and sixty thousand dollars per annum. You see they would get the road in fee simple, and forever, for one hundred thousand dollars a year less than it now costs them. But suppose they can buy these construction bonds at fifty cents in the dollar, (and I see from a communication from a *very learned* man from your section—Judge Merrimon—that they can be bought for thirty cents in the dollar,) it would cost them two hundred thousand less per annum than they pay for the lease of the road. And it would also destroy the interest of the private stockholders in the N. C. R. R. Co., so that the stock in it would be worthless. You may ask, Is this possible? and yet *our able* man advocates it! Yes, sir; it is not only possible, but it will certainly be done if the State stock is ever exchanged for the construction bonds. Any corporation or individual who could get a majority of the bonds could get a majority of the stock. Any one owning the majority of stock, which would be only two million and one hundred dollars worth, would control the road. They, of

course, would run it to advance their own interest, and instead of declaring dividends, they would put their surplus money made upon the road, back upon it again, in the way of equipments, &c., and not declare dividends until the minority stockholders would be tired and worn out with suspense, and sell their stock at a nominal value. And thus the whole road would belong to those who obtained the construction bonds and exchanged them for the State's stock in the N. C. R. R. Co. So that any intelligent man, with any familiarity at all with this matter, can see at a glance that to exchange the State stock in the N. C. R. R. Co., would defeat any road from ever being built through the Western part of the State by the N. C. R. R. Co. Some very great men (especially in their own estimation) have but very little practical common sense, and it would be much better for the interest of the State for these great men to show their greatness by applying themselves, with their great learning and acknowledged ability, to things pertaining to nations, than thus to continue to damage the best interest of their State by meddling with local and practical things and measures, which they, in their ambition for greatness, have either forgotten or never condescended to learn.

I am satisfied, however, that the majority of the Legislature has too much patriotism and love for the *dear* people not to pass a supplementary act to answer every purpose when it meets again.

I have answered such points as I thought most important to the bill, but much more could be said upon the subject to show that the opponents of the measure are opponents of the progress and advancement of the best interest of North Carolina.

Yours, truly,

W. A. SMITH,
President N. C. Railroad Co.

REPLY TO "FAIR PLAY" AND OTHERS.

Turner and his Empty Jugs.

WASHINGTON, D. C., Jan. 23, 1874.

Editor "News," Raleigh, N. C.:

SIR: In my note of the 18th instant, in reply to "Fair Play," of the 17th, I intimated that I would answer his communication if he would furnish me with his name. Having waited a sufficient time, I am advised by friends to reply to his billingsgate, even if it should appear to gentlemen as a condescension on my part to do so, lest some verdant member of the Legislature might think his twaddle true and calcu-

lated to injure the great consolidation scheme and cut off the West forever from the advantages of a railroad. To reply fully to "Fair Play" it is necessary to give a short sketch of the history of the North Carolina Railroad Company from the time I took its affairs in charge to the present time.

I was elected president of the company in July, 1868, succeeding Jo. Turner, of Hillsboro', N. C. I found the road in a deplorable condition in every respect. It

had great need of iron on the track, had no credit, no system; was running along without a head, broken down, almost insolvent, crushed by a debt of nearly a million dollars, with less than twenty thousand in the treasury. I found in the office when I took charge an old pine table, a sort of cupboard containing one empty jug and several empty bottles, an old bedstead and mattress, full of chinchies, and covered with old dirty sheets. All was dirt and confusion. A majority of the officers and employees were drunkards and unreliable men.

No sooner had I taken charge of the affairs of the company, than a great hue and cry was raised by the vagabond Turner that the N. C. R. R. would be run down and destroyed. The spirit of blackguardism was invoked and its filthy missiles hurled at me, and every conceivable lie that could be invented was put in circulation by that unscrupulous, low-down fellow, sustained, more or less, by the Democratic party.

In the course of time, however, intelligent gentlemen discovered that the road was improving, and that at least eighty thousand dollars was saved, the first year, over Turner's administration. Dividends were soon declared and the debt reduced. When this exhibit was made the Charlotte Democrat complimented me on my management, and asked that I should have *fair play*. After the first year of my administration I received the unanimous vote of both parties for president, no one objecting to my re-election except Jo. Turner and the Hillsboro' clique.

And now let us see for a moment what Turner and his board of directors did. They mortgaged the road for one million and a half of dollars, and issued bonds to the amount of eight hundred thousand dollars, when there was no necessity for mortgaging it at all. Why, then, mortgage the road? It was for the purpose of "grabbing" two hundred and forty thousand dollars of its bonds. As soon as the mortgage was registered this same honest Jo. Turner (the great enemy of rings and thieves) and his board declared a dividend of six per cent. on the stock, *payable in the bonds they had just put upon the road!* Was this honest? I think not.

This broken-down vagabond demagogue, Turner, continued to lie and make charges against me, whilst the private stockholders, a large majority of whom were Democrats, continued to vote for me.

At length the Democrats got possession of the Legislature, and then that devil, Turner, commenced on them to disregard the law, the charter of the company, and the constitution of the State, and make him president. The private stockholders be-

came alarmed and authorized me to defeat his nefarious plans, if possible, as they knew that if this fellow, Turner, got possession of the road again, with his drunken brigade, all dividends would cease and their stock would become almost entirely worthless, as it was when I was first elected president. A fear that this man, Turner, would, through his Legislature, again get possession of the road, was a chief impelling motive in the stockholders leasing it out. The road was leased to the satisfaction of the stockholders, according to law, and the courts will sustain it.

"Fair Play," in his cowardly attack, insinuates that I have acted dishonestly to the North Carolina Railroad Company. I have vouchers for every cent that the road has made since July, 1868. My vouchers have been regularly examined by the finance committee, composed of both parties. They have always reported that every cent received by me was correctly accounted for. During the time I have been president more than three millions of dollars (I have not the exact figures by me) have been received and paid out, and I have vouchers for every cent. *Can Turner say as much?*

I was appointed receiver of the Western N. C. R. R. last spring. That road was run down, and never had to my knowledge paid expenses. In less than six months I had greatly improved the road, and on the 31st of December last had twenty-eight thousand dollars over expenses; and I believe I can, if I had the opportunity, make that road pay six per cent. interest upon the debt required to buy it, even if it be not finished.

"Fair Play," when he says he is in favor of the North Carolina Railroad Company building the W. N. C. road *lies*. He knows he is a bought-up man—that he belongs, body and soul, to Mahone & Co. His cry of "stop thief" will not divert the honest, neglected people of the West from his devilish designs. If you, Mr. "Fair Play," had not been a coward, you would not have written over an assumed name—you would have come out squarely, like a man. But you wrote to deceive—you wrote to humbug verdant and ignorant Democrats, for you know you cannot deceive Republicans, in the Legislature or out of it. The Republican party of the State is for building the Western N. C. road. The Democrats of the eastern and middle counties are against it. *They* know that if the Legislature will let me I will finish the great work. But they don't want me to finish it, believing, as they say, it will make me Governor, &c. I would not be Governor; but if I wanted to be, I could beat any man you have, Mr. "Fair Play," without building the W. N. C. R. R. I am not so poor or

so ambitious as to desire to be Governor.

North Carolina has been striving for the last thirty years to get a railroad connection with the Western States. That her efforts have failed up to this time has been in a great degree owing to the misconduct of some of her own people. It looks as if there were men in our State who were determined that we should always be kept in the rear of Virginia. Last winter a Virginia paper, published in Richmond, made a grand boast that Gen. Mahone had so managed matters at Raleigh that he prevented the Western North Carolina road ever being built, or at least delayed it for a long period of years. Is he to be allowed to play the same game again? I have been informed that one of his associates said last winter that he had better pay five millions of dollars than let our North Carolina road be built. The individual who sometimes calls himself Appleton Oaksmith, and sometimes passes by other names, who was his great manipulator at Raleigh last year, has lately been in New York for some days, while Mahone was there. From there he went down to Raleigh. Perhaps he is Mr. "Fair Play," or perhaps "Fair Play" is only one of his strikers. How much does he get for his share in fooling the Legislature? If the members, after all that has passed, continue to act against their State, and in the interest of Mahone's Virginia road, the people will not let them off so easily as they have heretofore done. "Fair Play" attacks me for refusing free passes to the members of the Legislature for going over the railroads. These members compel the State Treasurer to pay them twenty cents per mile for going to Raleigh, and yet they complain of being charged by the railroad less than five cents per mile. They and their good friend "Fair Play," or Oaksmith, or whatever name he may go by, insist upon going to Raleigh

without paying anything. Then what right have they, by false pretences, to make the treasurer pay them twenty cents per mile out of the money of the heavily-taxed people? Is not this worse than the "salary grab" of the last Congress, about which they have raised a great outcry? They can travel to Raleigh for less money now than their predecessors did, who in old times received only ten cents per mile and paid their own fare without complaining. And yet, according to "Fair Play," the present members, who get twice as much, must go free! Verily they may be called "Solomons," and when they and their friends go, "wisdom will die with them."

I have reason to believe that those who are acting against the interests of the State, fearing that the pressure of the people will drive the Legislature up to do something, have changed their tactics. They are said to be about making a combination with the construction bondholders, with a view of getting, through the action of the United States courts, the control of the road. If they succeed in this, they may then sell it out to the highest bidder, and if Mahone should be the man, he will, of course, be smart enough, when he owns the road, to prevent its ever being finished. His five millions will then have been well spent, and his friends can then give him a grand ovation. But what will the people of North Carolina do with the men who have been his tools or his dupes?

"Fair Play" says I wish to be elected Governor in 1876. Was there ever anything more stupid than his declaration that I will not build the road? What chance would I have to be elected if I were to fail? But if I get the power I intend to finish the road whether it elects me Governor or President, or leaves me a private citizen.

Respectfully,

WM. A. SMITH.

MAJ. SMITH'S EPISTLE TO THE "SOLOMONS."

To the Members of the General Assembly:

SIRS: I propose to address to you a few plain parting words ere you sink into merited oblivion. Mercy prompts me to silence as you sink from the public gaze, but a sense of duty impels me to point to you, or hold you up in your true colors, that those who are to come after you may learn a lesson and shun the disgrace you have brought upon yourselves.

My remarks shall be confined to such of you as are responsible for this *expose* by reason of your gross attacks upon me, personally, without regard to color or previous condition of party servitude. I need not

say I have the highest regard for many members of your body. There are good, clever gentlemen among you—Cunningham, Welch, Humphrey and others, I could name—but they are powerless in a mob of mere numerical strength.

Right-thinking men regard you as an imbecile, graceless set. The annals of the State will be searched in vain to find you like as a legislative body. The famous "terrapiin Legislature," in comparison with you, becomes a respectable, dignified concern. You are *unique* in your littleness and meanness—you stink in the public nostril. Language is inadequate to picture

you. You will be remembered in years to come as profligate economists, destructive reformers, moek statesmen, blind or corrupt judges, hypocritical patriots, faithless servants—the North Carolina “Barebones Parliament.”

You went into power on a platform of economy, and you have run riot in squandering the people's money.

During your term of office you have raised no monument to the honor or profit of the State; but, on the contrary, have torn down and laid waste, and you can point only, as the results of your labors, to such deeds as the establishment of cross-roads grogshops and the incorporation of petty towns and singing-schools.

Your statesmanship has been of the Peter Funk order—you promised to enact beneficial public laws and you have deceived the people.

You have undertaken, in the littleness and bitterness of your souls, to destroy my private character and to break me down in the estimation of the people, *because you are afraid of me*, and you condemn me without a trial and without evidence.

Your patriotism is a hollow pretext, and you have shown it to be purchasable with a dead-head ticket on a railroad.

You have, in everything that concerned them, deceived the people.

You are a scurvy set—a veritable “Barebones” Legislature.

I have said you attempted to destroy my character and break me down, and in doing this you have shown yourselves to be blind or corrupt judges. You were blind in supposing *you* could break down any man of even ordinary character. The voice of the people, as they flocked around me on the occasion of my recent visit to my home, where I am best known, and at the depots along the line from Goldsboro' to Greensboro', the young and the old, the Democrat as well as the Republican, and aged ministers of the gospel, attested your blindness, as they appealed to me to become their next Governor; or, if I would not, to do something by means of which you could be driven from the capitol into your obscure holes. Or you were corrupt in condemning me without a hearing and without a witness, refusing me a right conceded to the meanest criminal. You took an oath, on assuming the position you have disgraced, to support the constitution of the State, and in doing your best to ban me, to disable me of a right guaranteed by that constitution, you foreswore yourselves, and are therefore, as I am advised, perjured men. Your predecessors eased Jo. Turner to be tried and convicted by one of their committees, for defrauding the State of over three thousand dollars, in overcharging for the public

printing. Now you attempt to force him into public confidence by re-electing him public printer. This act you did with all the facts before your eyes, and you thus constituted yourselves accessories after the fact. In your blindness or corruption you seem to have forgotten that the people remember these things.

You attempted to ban me for the alleged reason that I refused to answer certain questions put to me by Fat John Graham on committee, and you did that knowing, as you must have known, that the allegation was false. You knew that in 1871 the *directors* of the North Carolina railroad leased that work to the Richmond and Danville Railroad Company. As president of the road you knew I had no vote on any question before the board except in the case of a tie. You knew that every director present, four of whom were Democrats, the remainder Republicans, voted for the lease. You knew that in this I had no vote; yet I was charged by Buttermilk Jo with doing the whole thing, and that bribery and corruption were in it. You knew that at the first annual meeting after the road was leased the stockholders, nearly all Democrats, voted to confirm the lease, few objecting, save Jo Turner and Tom Webb, who each desired again to become president and run down the road and waste its income upon himself. You knew that at that meeting the foul Turner-charges were brought up by Tom Webb, and that I there and then denounced Webb, or any one else that repeated them, as a liar and coward. You knew that I there asked for a committee to investigate these charges, Webb to be made its chairman, and the convention refused to appoint that committee. You knew that I then called upon the President of the Richmond and Danville Company, who leased the road, to state to that convention whether his company had paid or offered to pay, or had promised at any future time to pay me anything for the part I took in leasing the North Carolina road to his company. In answer, you knew that Col. Buford said his company had not paid, or promised to pay, *any* officer or employee of the North Carolina Railroad Company one cent to consummate the lease. All this you knew, and yet you attempted to ban me and to disable me from holding a public office because, as you allege, I had refused to answer certain questions touching this very matter, propounded to me by Fat John Graham on committee.

I was called before that committee, of which Graham and Dr. Worth were members. I refused to answer their questions, as you knew, because I did not recognize their right to investigate the personal affairs of any man, and not, as you knew, because of the character of the questions asked. If

the committee had authority to question me, they had the power to make me answer. But the fat chairman did not desire answers, his object being to manufacture capital for his campaign for treasurer—a campaign which enabled the people of his own county to show their estimate of him by voting him to the bottom of his own ticket.

What now becomes of your pretext for the dastardly attempt to ban me? Was it not your real purpose to destroy my political influence in the State, and in a cowardly, covert manner to defeat the Western North Carolina road, and is it not your purpose to disable all men in favor of that work? Would not a guarantee of deadhead tickets for life have changed your course? But enough of this.

I might single you out and attempt individual portraits of hideousness, for some of you are worse than others—some bigger fools, others greater knaves, and still others with strikingly mixed mean characteristics, but I dislike invidiousness.

I might instance Merrimon, the flea-bitten fice of Buncombe, who is ever aiming at something smart because he has a big brother, and whose tact, in making everybody he comes in contact with hate him, is about to consign him to the mud-hills of Georgia, and he leaves his country for his country's good. Alas, poor Georgia!

Dr. J. M. Worth, the "William Pitt" of Randolph, might be selected by reason of his wonderful financial powers. Financial ability runs in the blood of the Worths as long ears in that of the ass. But I could not do that subject justice.

The Moreheads would be worthy of a sketch. Of all the self-styled great men of the Legislature the most conspicuous is the little fellow who goes by the name of "Morehead of Rockingham," though "Less-head" would be a more appropriate name. He is a small-souled, flat-headed, adder kind of a fellow, ever striking at those around him. He is a fractious little *cuss*, and puts on airs and demands passes over railroads by reason of his being a director on a dirt road. He is, too, an avaricious *varment*. One would think he would be satisfied with what he has already received from the public works of North Carolina. Col. Whitford, ex-president of the Atlantic and North Carolina road, can tell whether the Moreheads are entitled to the last hundred thousand dollars they got out of that poverty-stricken work. It is safe to say that but for the railroads and public buildings of North Carolina, Turner Morehead and his brother John would to-day be plowing a steer at eight dollars per month. And these are the men who hate me because I will not say they are *big men*, and Turner, the spiteful little soul, votes to ban me.

* John Morehead was one of Jo Turner's directors who voted the scrip dividend which put the North Carolina road \$240,000 deeper in debt; and after it was issued he went round buying up the scrip of small stockholders at from sixty-five to seventy cents in the dollar.

Having strong affection for the teat which has yielded them so much pap, the Moreheads desire to grab the North Carolina road. Therefore Turner,* the senator from the Virginia line, offered an amendment to the Consolidation Bill, giving the private stockholders seven directors, and the State, which has three million dollars in the work, five. I suppose he and John, or rather John, himself, had talked the matter over with Mahone, who promised, if that amendment could be slipped in, and he get the whole road for \$250,000, to make John president. Is not this worse than my refusing to answer the impertinent questions of Pat John? But Turner is a Morehead and a little-head, and Buttermilk Jo pats him on the back, and says: "Go it, little one; I'll say nothing about your tricks, because you stood by me in my *em quad* game on the State treasury, by which I came within one of getting over three thousand dollars. I'll stand by you as long as you stand by me on the *em quad*."

The smooth-faced, Plymouth-rock-looking fellow, McGhee, of Person, would require a large-sized picture to do him justice. He thinks every man dishonest who has energy enough to make a living, and rise above him without friends, schooling or money, and, like other little heads, he would blast my character without giving me a trial. Not content with undermining the men of his own party who stand between him and a seat in Congress, he strikes at me because he has heard that, like other great men, I am about to move to Greensboro to make that district republican. Poor little Mac! You can never elevate yourself by pulling others down. But you hate brains and energy and progress, Mac. You hate especially every man who has sprung from the mass of the people by his own exertions and become your superior. Your donkey-looking dignity does not cover your smallness. Men designed by nature to be great are beyond the reach of your puny shafts and can smile at the malice of such as you, the flea-bitten chap of Buncombe and the Pitt of Randolph. Go on with your banning amendments. Such acts carry with them a compliment grateful to me, but unobserved by you, for they show that you are fully convinced that extraordinary means are requisite to put me down. Do not stop, I warn you, at disabling me from being president of a mere railroad. Before you turn loose the people's purse and go

home, set to it that I am crippled in every thing else; for with such yelping at my heels I may be induced to take rapid strides from where I now am to the chair of State, thence to the United States Senate, perhaps to the presidency of the nation. Look to it, I repeat. I am not to be trifled with, and any one of these additional steps would break your hearts.

And now, sirs, adjourn *sine die* and go home, and for once gratify the people. I have asked nothing, I want nothing from you. Begone, I say, and may the Lord have mercy upon you, for you are damned in the estimation of the honest people.

If the West want their road finished they must send Republicans to the Legislature. If the people of the State generally desire their debt arranged and provided for, they must put progressive Republicans in power. Daddy Graham's party will never do any-

thing for North Carolina. Something must be done, and that quickly. Suits are being brought to enforce the payment of claims against the State. The railroads of the State, if well managed, can save the State in time; but legislation must be taken out of the hands of imbeciles, and be conducted with brains and enterprise.

W. A. SMITH.

*Since the foregoing was written, I learn it was sleepy-headed Jim Morehead who introduced this amendment. Well, that reminds me of an anecdote. On one occasion, in the mountains, a man was before a squire charged with larceny. "Squire," he pleaded, "a great many people steal on the credit of our family." "And the credit of the family is damned good for it," replied the squire.

W. A. S.

THE LEGISLATURE BUSTED.

BY TIMOTHY TARBUCKET.

The "Solomons" have all gone home,
The Halls are being dusted;
The peanut trade is all broke up,
For the Legislature's busted.

They sat and sat and ate their peas,
And drew five dollars a day;
But what they did for the people's good
Is what no one can say.

They all loved North Carolina so,
They swore they would protect her;
The only way they passed was this:
Bill Smith shan't be a Director.

Bill Smith he called them "Solomons,"
Which made them very mad,
For they had no kin of that 'ere name,
And swore they never had.

Now to their homes they're all gone,
The Halls are being dusted,
The people sing and clap their hands
For the Legislature's busted.

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